

# The Hongkong Telegraph.

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NEW SERIES No 5280

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WEDNESDAY, OCTOBER 17, 1906.

三月七日香港十月七日

\$30 PER ANNUM.  
SINGLE COPY, 25. CENTS

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$10,000,000.  
RESERVE FUND—  
Sterling Reserve \$10,000,000  
Silver Reserve \$10,250,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. HAUPt, Esq., Chairman,  
G. H. Medhurst, Esq., Deputy Chairman,  
G. Balloch, Esq. A. J. Raymond, Esq.  
E. Goetz, Esq. R. Shaw, Esq.  
Hon. Mr. W. J. Grosson N. A. Siebs, Esq.  
C. R. Lehmann, Esq. H. E. Tomkins, Esq.  
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:  
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 17th September, 1906. (21)

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 30th May, 1906. (22)

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP \$8,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft

Deutsche Bank, S. Bleichroeder, Berlin, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warschauer & Co.

M. A. von Röhlisch & Soehne Frankfurt, Jacob S. Stern, A.M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,  
Manager,  
Hongkong, 9th October, 1906. (24)

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L3,750,000). RESERVE FUND Fl. 5,000,000 (L 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroen, Tjilatjap, Padang, Medan (Delhi), Palembang, Kota Radja (Acheen), Telok-Semaiwe (Acheen), Bandjermas.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Arnay, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½ per cent. per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3½ do.

L. ENGEL,  
Agent,  
Hongkong, 28th February, 1906. (25)

DENTAL SURGEON.

G. DE PERIN D'ORGE.  
DIPLOMA: PARIS.

Latest Improvements including

PORCELAIN FILLINGS.

HOTEL MANSIONS,  
Pedder Street,  
Hongkong, 1st June, 1906. (26)

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong 28th May, 1906. (27)

## PENINSULAR AND ORIENTAL

### STEAM NAVIGATION COMPANY.

FOR	SHIPS	TO SAIL ON	REMARKS.
SHANGHAI	DELTAS	About 18th October	Freight and Passage.
LONDON, &c., via usual Ports	DELHI	20th Oct.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA	About 24th October	Freight and Passage.
YOKOHAMA, via SHANGHAI, SUMATRA, NOJI and KOBE	TAIWAN	About 28th October	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent,  
Hongkong, 16th October, 1906. (28)

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

## FOOTBALL BOOTS.

CHROME

FROM

AND

\$5

RUSSET

Per Pair.

LEATHER.

Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906. (29)

CHAMPAGNES, SHERRIES, PORTS.

MARSALAS AND MADEIRAS.

CLARETS.

HURGUNDIES.

HOCKS AND MOSELLES.

BRANIES.

WHISKIES.

GINS.

LIQUEURS.

BITTERS.

ALES, BEERS AND STOUTS.

Telephone

No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 21st September, 1906. (30)

HONGKONG, CANTON AND MACAO STEAMBOAT CO.,

LIMITED.

## CHEAP EXCURSIONS TO MACAO.

SATURDAY, 20th October.

THE Company's Steamship—

### HONAM,

will depart from the COMPANY'S WHARF at 2 P.M.

Returning departure from Macao about 7 P.M.

Return Fare, 1st Class..... \$4.00

returning on Sunday..... 5.00

2nd Class, available to return on Sunday or Monday 2.00

OTHER RATES AS USUAL.

SUNDAY, 21st October.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

" " from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,

Acting Secretary.

Hongkong, 15th October, 1906. (31)

## Intimations.

### JAPAN

### COALS.

## THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chamlipo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Makidura, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Milka, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A'1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and

SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manno, Onoura, Otsuji, Sashara, Tsubakuro, Yosinotani, Yoshi, Yonokibara and other Coals.

45 S. TAI'AKA, Manager, Hongkong.

## THE CITY OF PARIS,

2, PEDDER STREET,

(OPPOSITE THE HONGKONG HOTEL).

MADAME FLINT, Manageress.

## SPECIAL LOW PRICES

FOR

## AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.

Hongkong, 11th September, 1906. (32)

### D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1906. (33)

### A. CHAZALON & CO.

#### JUST UNPACKED.

#### A. NCHOVY IN OIL (Boneless).

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN,"	2,338 tons	Captain W. A. Valentine.
" " "FATSHAN,"	2,360	R. D. Thomas.
" " "HANKOW,"	3,073	C. V. Lloyd.
" " "KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M. Sunday Special Excursions leaving Hongkong at 9:30 A.M. and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7:30 A.M. On Saturdays a Second Departure about 7:30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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Service temporarily suspended.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	2,358 tons	Captain J. Wilcox.
----------------	------------	--------------------

" " "NANNING,"	569	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 3:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJILIWONG ...	JAPAN	First half November	JAVA P. R. T.	First half November
TJIMAH ...	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP ...	JAPAN	Second half November	JAVA PORTS	Second half November
TJIPANAS ...	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

THE HEAD AGENCY  
OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor.  
Hongkong, 17th October, 1906.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UL."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. The steamers sail from HONGKONG to SAMHUI, SHUISHING, TAKHING and WUCHOW.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

BUTTERFIELD &amp; SWIRE, AGENTS,

WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 6th October, 1906.

## EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
51, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
Hongkong, 27th November, 1906.

## Dentistry.

Dr. M. H. OCHAUN,  
THE LATEST METHOD  
of theAMERICAN SYSTEM OF DENTISTRY,  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 28th July, 1906.TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUILAR STREET.  
REASONABLE FEES.  
Consultation Free.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD.

## EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
SOUTH AMERICAN PORTS.Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GWEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Buzet, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. o. o.	£42. o. o.
Return	91. o. o.	63. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.
Return	97. o. o.	66. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN OR SOUTHAMPTON	68. o. o.	44. o. o.	27. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,  
BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration.)

STEAMERS. TONS. SAILING DATES.

SANDAKAN	THURSDAY, 18th October.
WILLEHAD	TUESDAY, 13th November.
PRINZ SIGISMUND	TUESDAY, 11th December.

ON THURSDAY, the 18th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with MAILs, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00
TO NEW GUINEA	£28. —	£18.10
TO BRISBANE	£30. —	£14.00
TO SYDNEY	£31. —	£15. —
TO MELBOURNE	£34.10	£24.10
TO YOKOHAMA	\$80.00	\$60.00
TO KOBE	\$95.00	\$70.00</

## Intimation.

**Powell's**  
ALEXANDRA  
BUILDINGS.

JUST ARRIVED  
from Europe.

**FASHIONABLE  
COSTUMES**

Smart, Well-cut and  
Dainty.

Reasonable Prices.

A Choice Selection  
of the  
NEWEST AUTUMN  
**JACKETS**

from  
**\$14.50**  
Each.

Some Up-to-date Light  
and Medium-weight

**TWEED  
DRESS  
SKIRTS**  
Well-made, Smart.

Also  
DRESS FABRICS,  
GLOVES, LACES,  
TRIMMINGS,  
BLUSES  
and a dozen of the  
Very Latest

**FEATHER  
STOLES.**

Inspection Invited.

**W.M. POWELL,  
LTD.,  
HONGKONG.**  
Hongkong, 9th October, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,  
SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAID),  
HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES; &c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.

MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Offices of the Undersigned  
at 12 o'clock (Noon), on SATURDAY, the  
20th instant.

The TRANSFER BOOKS of the Company  
will be CLOSED, from the 6th, to the 20th  
instant, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 2nd October, 1906. [590]

**THE HONGKONG  
STUDIO,**  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL.  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 11th September, 1906. [560]

**To Let.**

TO LET.

ONE GODOWN, at EAST POINT, close to  
the Water, suitable for the storage of any  
Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & CO.,  
Hongkong, 15th October, 1906. [1009]

**To Let.**

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Vaux Road Central,  
formerly occupied by Messrs. Shewan, Tomes  
& Co.

Apply to—

HO TUNG,  
Compradore Department,  
Jardine, Matheson & Co.,  
Hongkong, 26th September, 1906. [1494]

**To Let.**

OFFICES in KING'S BUILDING and  
YORK BUILDING, GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPPON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD,  
FLATS in MOYETON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th September, 1906. [72]

**To Let.**

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [1789]

**To Let.**

HOUSES in MORRISON HILL GAP ROAD,  
4 Rooms with necessary Bathrooms and  
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"  
BUILDINGS, No. 147, Wan Chai Road. Each  
suite contains Bathrooms and Kitchen. Very  
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

## Notice of Firm.

## NOTICE.

WE have Established ourselves to-day  
under the Firm name "ULDERUP  
& SCHLÜTER," Hongkong, as GENERAL  
MERCHANTS and ENGINEERING AGENTS.

J. P. ULDERUP.  
C. SCHLÜTER.  
Office: 1 & 2, Beaconsfield Arcade;  
Hongkong, 15th October, 1906. [1008]

## Consignees.

## S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. "Bridget and Mead," from Havre ex  
s.s. "Flagstaff," and from Bourdeaux ex  
s.s. "Marseille," in connection with above  
Steamer, are hereby informed that their  
Goods, with the exception of Opium, French  
and Valuables are being landed and stored  
at their risk into the hazardous and/or  
extra hazardous Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
at Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
MONDAY, the 2nd October, at Noon, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 22nd October, or they will not be recognised.

All damaged packages will be examined on  
MONDAY, the 22nd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th October, 1906. [111]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
a board after 4 P.M., the 19th instant, will be  
landed at Consignees' risk and expense. Claims  
for rain damage to Cargo landed into Godown,  
at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th October, 1906. [16]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP  
AND LONDON.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cindy, having arrived from the  
above ports, Consignees of Cargo are hereby informed  
that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
at Kowloon, and stored at Consignees' risk  
and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant will be subject  
to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 12th October, 1906. [1006]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at Kowloon,  
where each consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 15th October, 1906. [4]

NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905. [1005]

## REMARKABLE PRISON CAREER.

## TWENTY-FIVE YEARS IN 17 PRISONS.

REFINED OLD MAN GOES ONCE MORE TO  
GAOL.

These stood in the dock at the Old Bailey  
facing the Recorder (Sir Forrest Fulton, K.C.)  
an elderly, refined-looking man, who was in-  
dicted on counts charging him with forgery and  
false pretences.

Described in the calendar as John Young,  
aged 60, a bookseller, the prisoner presented  
all the appearances of a man who, towards the  
close of a long life, had fallen from grace, and  
had the misfortune to get into the hand of the  
Police.

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had the misfortune to get into the hand of the  
Police.

In 1873 he was first arrested, and his sentence  
was one of seven years' penal servitude,  
followed by seven years' police supervision.  
As soon as his term was completed he was in  
trouble again, and down to 1906 served terms  
of imprisonment of varying length in prisons  
all over the country.

Twenty-five years of his life were passed in  
17 penal establishments—a remarkable record!

On quitting gaol in 1900 he wrote a book  
entitled "Twenty-five Years in Seventeen  
Prisons," and from what the police could  
gather supported himself honestly from that  
time down to March of this year by the pro-  
ceeds of the sale of the book.

Then the Old Adam seems to have asserted  
itself again, and he began a series of frauds,  
which once more brought him within the reach  
of the law.

DERAUDING LANDLADIES.

His particular "line" was to get hold of some  
confiding landlady; represent himself to be the  
agent of the Polytechnic or the Y.M.C.A.; run  
up a bill, and then "pay it" by means of a  
bogus cheque made out for more than the  
amount of the bill; the surplus, of course, he  
pocketed. In this way he had duped a number  
of people before being caught.

When asked to plead, Young, who acknowled-  
ged his guilt, handed up to the Recorder a  
written statement explaining his position.

The judge said the prisoner seemed to have  
a remarkable record of crime, and he noticed  
that his first sentence 34 years ago was a severe  
one.

"INNOCENT."

Young, who spoke

Advertisement.

A. S. WATSON & CO.,  
LIMITED.CHAMPAGNE  
DE  
ST. MARCEAUX  
& Co.

REMS

1898 VINTAGE

VIN BRUT AND VERY DRY.

PER CASE 120 BOTTLES... \$48.00

24/... \$50.00

THIS CHAMPAGNE is a First-Class  
Wine and is supplied to all the Leading  
Hotels and Restaurants throughout London.A. S. WATSON & CO.,  
LIMITED,  
WINE AND SPIRIT MERCHANTS,  
AGENTS.

Hongkong, 17th October, 1906.

its progress. If they think it desirable and proper to engage a Belgian engineer, well and good. He cannot interfere; he would be acting *ultra vires*; and it is impossible to say what his Imperial master or mistress would think of such conduct." Such in effect was the Viceroy's answer to the perfectly reasonable protest lodged at the instance of the Governor of Hongkong, but the matter did not end there. The services of the British Chargé d'Affaires at Peking were enlisted and he represented the attitude of the British Government, as sponsors for the local authorities, to the Whampoa. Of course it was perfectly clear why the Yuet-han Railway Company, if they required a foreign engineer at all, should prefer a subject of Belgium, for they reasoned that should any trouble arise between the mechanician and the Chinese authorities, the latter would be in a position to defy the Belgian Government. Apparently the protest of the British representative at Peking had its effect, for nothing more has been heard regarding the employment of a Belgian. But a new phase of the situation appeared when it was announced that the Yuet-han Railway directors had telegraphed to an individual named Smith, belonging to the United States, inquiring what emoluments he would require if appointed assistant-engineer of the railway. Mr. Smith promptly replied that he was prepared to accept a five years' engagement at an annual salary of \$25,000 gold. That gentleman evidently had a high appreciation of the value of his services, when he ranged himself alongside of Robert Hart as a regenerator of China. Whether the matter is still under the consideration of the Yuet-han Railway Company or has been decided one way or the other is unknown, but the fact that the services of an American engineer should have been solicited in connection with the Canton-Hankow railway leads rather curiously in view of the report, which appears in another column, regarding the condition of the Canton-Samshui line which was built by Americans for an American-Chinese Company. That report sets forth the allegation that various sections of the line are on the verge of collapse, and that over \$1,000,000 will be required to repair the foundational subsidence which have occurred. His Excellency the Governor is entitled once again to request from Viceroy Shum an explanation of this threatened violation of the terms of the agreement subsisting between the Government of Hongkong and the Government of Canton. Again, it will be remembered that when it was proposed to construct a new railway connecting Canton with Whampoa, and proceeding thence to Amoy, we suggested that therein lay a subtle scheme to revive the glories of Whampoa as a port, and that the prestige of Hongkong as a port of call and as a terminus was endangered. Not only that, but the value of the Kowloon-Canton railway—which has been pushed forward with so much vigour, largely through the interest which His Excellency the Governor has shown in the project—was in a fair way to be nullified should the scheme be carried out. It is understood that the British Government made representations to the Board of Commerce on the subject, and that body sent orders to the Viceroy to stop all operations in connection with the Canton-Whampoa line pending consideration of the British protest that the line would seriously affect the utility of the Kowloon-Canton railway. The Viceroy is obdurate, however, and despite the orders from Peking he has decided to proceed with the railway and has given instructions to that effect. All these matters must necessarily interest the people and the Government of Hongkong, and it is to be hoped that the most vigorous steps will be taken to thwart the Viceroy's schemes. Possibly in Chow-fu we may find a Viceroy readier to regard the just obligations to which his Government stands committed.

## LOCAL AND GENERAL

THIRTEEN more dead bodies were picked up in the harbour during yesterday, close to the scene where the *ss Hankow* took fire. The police say that the total death toll, now amounts to over 100.

In the six-a-side football matches played on the Hongkong Football Club ground, at Happy Valley, yesterday afternoon, Garrett's team played Henderson's six, and won by one goal to nil. Franklin's team also played Miller's, the game ending in a draw, no scoring resulted.

The Supreme Court vacation ends to-day, work being resumed to-morrow as usual, when the Criminal Sessions, for which there is a very long list of indictments, will occupy the attention of the Chief Justice, the Puisne Judge being, as usual, occupied in the Court of Summary Jurisdiction.

WILFRED John Holmberg, a clerk, formerly in the employ of Messrs. Allen and Gledhill, of Raffles Place, Singapore, whose extradition on a charge of embezzlement was recently applied for, left Hongkong yesterday for Singapore in charge of a Straits detective to face his trial. It was alleged that the sum embezzled amounted to close on \$7,000.

A SMOKING concert is to be given by the Portuguese community, at the Club Lusitano, on Saturday next, the 20th inst., in aid of the Typhoon Relief Fund. A very attractive programme is in course of preparation for the occasion, the details of which will appear in these columns as soon as completed.

Mr. F. A. Hazelnd, an old police magistrate, and the master of the German steamer *Wittelsbach* before him, at the Police Court this morning, on the complaint of Police-sergeant Axis, of Kennedy Town Police Station. The police say the captain failed to attach rat funnels to his hawsers while lying alongside a wharf. The charge being admitted, the captain was fined \$5.

A "HOUSE warning" is arranged to take place on Saturday evening next, the 20th inst., when the Chinese Branch of the Y.M.C.A. of Hongkong open their new home at No. 34, Queen's Road-Central, 1st floor, which has just been cleaned, decorated, and adequately prepared for the purposes to which it will in future be put. There will be music and speeches, and a pleasant evening may be anticipated.

A BUTCHER figured in the dock before Mr. H. H. J. Gompertz, this morning, on a charge of assault. "I did not strike him," said the defendant, "I kicked him." Inspector Smith explained that the complainant, who was also a butcher, was kicked in the groin and that when he was brought to the station he pretended to be dying. "The complainant did not know why he was assaulted. The police noted that a debt was the cause of the affair. His Worship was told that complainant was drunk at the time. The defendant was fined \$5, and complainant was told that he deserved all he got for getting inexcited.

A CHIN-MAIN, who had a permit to run a moneychangers' shop in Des-Voeux Road-Central, thought that the same permit would cover a second establishment. So he promptly opened another shop in Hung Hom, and got arrested, for no sooner had the police heard of the new enterprise than an officer called at the shop and asked for the licence. The shopkeeper produced the Des-Voeux Road shop licence. Before Mr. H. H. J. Gompertz, at the Police Court this morning, the accused pleaded ignorance, and was informed that he could be fined \$5 for the offence. He was severely reprimanded by the Court and a fine of \$5 imposed.

A COOLIE, calling himself Lau Hop, residence Nullah Lane, Wan Chai, yesterday, boarded a lighter belonging to the Hongkong and Kowloon Wharf and Godown Company, which is under repair, during the absence of the carpenters, and after stripping off some copper fittings from the vessel, picked up a box of carpenter's tools, jumped into the harbour, and proceeded to wade ashore. Lau did not notice that a pair of eyes were watching his operations from the stern of the lighter, but he knew it as soon as he touched the water. Taken before Mr. H. H. J. Gompertz, this morning, he was sentenced to one month's imprisonment with hard labour.

INSPECTOR Gourlay, of No. 2 Police Station, charged a man before Mr. H. H. J. Gompertz, at the Police Court this morning, with being a rogue and vagabond and having no fixed place of abode. The defendant was seen at about three o'clock this morning by a *lukung* loitering about Spring Garden Lane. The policeman hid himself in a doorway to watch the actions of the defendant, but the latter, who had sighted the *lukung* in the doorway, propped himself up against a wall and gazed in the direction of the doorway. The policeman knew the game was up and leaving the doorway he arrested accused. When asked what he was doing in the open at that time of the morning defendant said he was looking for work. He pleaded guilty to the charge and his Worship passed sentence of one week's hard labour.

A CHINESE clerk employed by Messrs. Lazarus and Company, opticians, lost a good portion of his queue and came near losing his head as the result of a curious accident which took place on the premises where he is employed, yesterday afternoon. The man, Ah Ming by name, was attending to the electric motor which works the lathe for grinding lenses, when suddenly, in some unaccountable way, his queue was caught in the leather band of the wheel, and he was dragged towards it. With some what remarkable presence of mind Ah Ming braced himself up, and, swinging his hand round took a double turn with his queue round his wrist, on which he pulled with all his might until he at last released it. But it was a remnant only that he released, for half its length had been literally torn off. Probably, no doubt, Ah Ming after such an unpleasant experience will do one of two things: either he will "reform," and cut off his queue altogether, or, retaining that national appendage, will take care to tuck it inside his coat when approaching machinery in motion in future.

BECAUSE a policeman would not allow himself to be hugged by a fireman named Li at Yaumatei last night, the latter got very disorderly and had to be arrested. Li is a fireman on board ocean-going steamer. He came ashore last night and, following the example of his European *confreres*, he shipped aboard a good-sized cargo of *sanshu*. It was not long before the coal-shoveller was overcome by a fit of merriment, bordering on disorderliness, and passing a splinty constable on the road home Li entwined his arm about that officer's bulky waist. The officer naturally objected, especially when he saw who it was, and told the amorous one so in his best Chinese. Li paid no notice but anchored himself tighter round the officer's waist, until the policeman found breathing a matter of impossibility, and putting his knowledge of *jiujiu* into operation, Li's ardour was subdued, and he was marched to the station and charged for being drunk and disorderly. He was placed before Mr. F. A. Hazelnd this morning, and was fined \$5 for his previous night's enjoyment.

## CANTON-KWAMPOA RAILWAY.

## DANGEROUS STATE OF THE LINE.

[From Our Own Correspondent.]

Canton, 16th October. Considerable correspondence has passed between the directors of the Yuet-han Railway Company and H. E. Viceroy Shum regarding the condition of the line between Canton and Samshui. It is alleged that in several places the foundations, which were constructed by the Amoyan-Chinese Developing Company, are gradually subsiding with the result that there is serious danger that the line may become useless for traffic not end in a serious accident. According to expert opinion the line may become impassable at any moment, a fact which may possibly be attributed to the heavy rains which have been experienced of late.

It is estimated that the cost of repairing the line would amount to \$1,000,000. The Viceroy, on learning of the condition of the railway line sent two weiyuans to inspect the damaged sections and they found that the statements of the Yuet-han Company were substantially correct, but in their opinion the line could be brought into a condition of comparative safety by the expenditure of a small sum of money, holding that the amount estimated by the experts was beyond the capacity of the Company at the present juncture.

The assistant engineer on the line opposed the suggestion of the weiyuans, observing that to patch up the line was useless and would simply be a waste of money. At a certain section the line has sunk to such an extent that if it is not thoroughly repaired immediately, a railway disaster would be inevitable. It was averred that even now the people were alarmed when crossing the faulty sections and, therefore, fewer passengers travelled by the railway, preferring to take a longer route than risk their lives on a dangerous line. As a consequence the profits of the railway were dwindling.

Previously the railway was largely patronized by native and Europeans and it is argued that if any one of the latter was involved in an accident there would be a case under international law, while if any Chinese suffered then others would be deterred from travelling by the railway. It was suggested that an expert engineer should be engaged to submit proposals to the Provincial Boards as to the best methods to be adopted in repairing the line. The expenses incurred would be borne by the three Boards. Unfortunately, Hunan and Hubei have no reserve funds at present, and these provinces might find it difficult to meet their share of the expenditure. In that event the line would be taken over and managed by the Canton board alone.

Viceroy Shum has communicated with the Viceroy of the provinces concerned on the subject and has also brought the matter to the attention of Chang To Chai, the president of the Yuet-han line, with the object of having the repairs carried out as expeditiously as possible.

## KULANGSU MUNICIPAL COUNCIL.

The following are the minutes of a meeting of the Kulangsu Municipal Council held at the Board room, Kulangsu, on Monday, on the 25th September, 1906. There were present: Messrs. F. B. Marshall (chairman), C. A. V. Bowra, A. F. Gardner, I. Takatsuki, L. I. Thomas, W. H. Wallace, the Health Officer, and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from Mr. Lim Nee Kar, forwarding plan, requesting permission to close up a road on his property and construct another in place of it. The Secretary was instructed to refer Mr. Lim Nee Kar to their letter of the 27th April, 1904, and inform him that as the matter concerns a right-of-way, they have not the authority to alter the decision then arrived at, but if he is prepared to make a substantial offer for the privilege, he is seeking the Council will call a meeting of the ratepayers and submit the same.

The report of the Watch Committee on the inquiry held on the alleged misconduct of one of the Sikh Police was read.

It was decided that leave on half pay granted to the police is to be allowed to count towards their period of engagement.

The Superintendent of Police reported the following arrests, and summonses during the past fortnight:—Arrests—Debt 2; assaulting a missus 2; 3 missuses—Debt 2; assaulting 1; contempt of court 1; using threatening language; 1; breach of municipal rules 1.

It was decided that, until further notice, meeting of the Council will take place at 5 p.m.

(Signed), FRED. B. MARSHALL, Chairman.

By Order,  
C. BIRKELBY MITCHELL, Secretary.

ESSENTIALLY intended for the benefit of American exporters the "Official Shipper's Guide," published by the Pacific Mail Steamship Company, should also prove of interest to all concerned with commerce in the Far East. It is a massive compendium of advertisements, statistics, and the description of the principal ports touched at from San Francisco to Singapore and Bangkok. There is a brief reference to Hongkong and the main entrances to China, and as a matter of fact some idea is given of all the ports *en route*. Advertisements form the greater part of the book and the advertisements have their names inscribed in a commercial directory at the end of the book as constituting the main business people in the several ports referred to. Curiously enough no mention is made of the Hongkong and Shanghai Banking Corporation. After glancing at the illustrations in the book the only error we detected was with reference to a local firm of brokers who are described as "Hei-ming, Kelly and Poole" and the well-known photograph of the decapitation of pirates at Kowloon city which is ascribed to Peking. The volume is admirably printed and should stimulate trade between the States and China.

Mr. Gardner applied for an adjournment as his expected witnesses had not come down from Canton, but His Honour held that they had been given ample time and he could not allow any further adjournment, and Mr. Gardner must go on with his case if he had any defence. Having no evidence to offer the case for the defence collapsed, and His Honour gave judgment for plaintiff for the amount claimed less the \$84 claimed for detention at Laichikok, and costs.

His Honour: I don't mind telling you that he claimed for his detention in Canton during the time the repairs were going on, he would have been allowed that claim, as that arose out of defendant's fault, but his stay at Laichikok, doing nothing, for four days, was his own fault, and not the defendant's.

## CANTON-KWAMPOA RAILWAY.

## VICEROY SHUM'S ANSWER TO PEKING'S ORDER.

[From Our Own Correspondent.]

Canton, 16th October. His Excellency Viceroy Shum has just received a telegram from the Board of Commerce at Peking, which states that the British Minister has lodged a protest against the construction of the proposed Canton-Kwampoa railway. The British representative urged that a railway line running in such close proximity to the Kowloon-Canton railway would seriously affect the latter's carrying trade.

The Board of Commerce, accordingly, requested the Viceroy to cease operations at once pending consideration of the British Minister's protest. Viceroy Shum has replied to the effect that the Kwampoa line was projected and before the Kowloon-Canton line had been started. He has therefore declared that he will not order the cessation of the work, but, on the contrary, give instructions to Cheung Pat Shi, to push on the line as fast as possible. Cheung Pat Shi, who is the president of the Canton-Kwampoa line, is now making preparations for the purchase of lands and material required in connection with the construction of the first section of the track to Whampoa.

## WU TING FANG.

H. E. Wu Ting Fang, chairman of the Board of Punishments at Peking, obtained leave to absence in order that he might proceed to Canton and worship his ancestors' tombs. He left the capital on the 14th inst., but received a sudden message of recall. H. E. Wu immediately returned to Peking. It is believed that the Emperor desired to interview Wu with reference to certain points of law which had cropped up in his absence. Wu was called to the English bar some years ago and is considered a sound lawyer.

## JUNKS IN COLLISION.

## DAMAGES AWARDED.

At the Supreme Court this morning in Summary Jurisdiction, his Honour Mr. A. G. Wise, Puisne Judge presiding, Yuk Seung, master of the Sz Cheung junk, No. 280, proceeded against Fung Lau, master of the Tung Lee junk, No. 738, to recover the sum of \$4, being the amount of loss and damage sustained by the plaintiff by reason of the defendant's junk having run into that of the plaintiff, and caused damage to the extent of the amount claimed, and also for damage by way of demurrage arising from the detention of the plaintiff's junk at Laichikok. In the absence of Mr. Otto Kong, originally retained in the case, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. R. Gardner, of Mr. D. Thompson's office, represented defendant.

This case was originally called on the 12th inst., but was adjourned as the witnessess' matter to the action were in Canton.

The case for the plaintiff was that on the 29th August last he was being towed by the steam launch *Kwong Lee* from the wharf opposite Wing Lok Street to Lantau, when after proceeding but a short distance the defendant's junk, proceeding north, came up from astern, crossed her bows, and then after getting clear, tacked, and they went crashing into the plaintiff's junk the impact taking place on the stern quarter, which was considerably damaged.

*Kwong Lee*, the plaintiff, gave evidence in corroboration of the above facts and was supported by the master of the steam launch *Kwong Lee* which was towing his junk, by members of the crew of launch and junk, and other witnesses. The launch master said he could do nothing to prevent the collision, as on account of the number of boats about, and his being then in charge of a tow, it was impossible for him to alter his helm, while he could not go ahead any faster, as he was already going full speed, with the fullest possible pressure of steam. She could not go astern, as he done so he would himself have collided with the plaintiff's junk, while not in any way preventing the collision that took place. After the collision the master of the plaintiff's junk ordered the launch to tow her to Laichikok, and asked the master of the other junk to come along and inspect and assess the damage done. All was done accordingly, and when the inspection and assessment of the damages had been made, the plaintiff asked defendant to pay up the amount for same, but the latter, instead of doing so, or of making any arrangement to have the repairs done himself, simply told the plaintiff that he had better bring an action and see if he could recover. Plaintiff thought he would get the defendant to come to terms without going to law, and waited for four days at Laichikok, for which he claimed \$84 demurrage. He was again delayed in Canton while the repairs were being effected, for which plaintiff paid cash and produced the bills.

For the defence it was admitted that a collision did take place between the junks in question on the 29th August, but they contended that the *Kwong Lee* was to blame, by reason of her contributory negligence in not keeping out of the way. His Honour said he could not allow that, as they thought the launch to blame she should have been made a co-defendant.

Mr. Gardner applied for an adjournment as his expected witnesses had not come down from Canton, but His Honour held that they had been given ample time and he could not allow any further adjournment, and Mr. Gardner must go on with his case if he had any defence. Having no evidence to offer the case for the defence collapsed, and His Honour gave judgment for plaintiff for the amount claimed less the \$84 claimed for detention at Laichikok, and costs.

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## ELEGRAM.

## "HONGKONG TELEGRAPH" SERVICE.

FIRE AT SHANGHAI.

NEW TELEGRAPH OFFICE ABLAZE.

[From Our Own Correspondent.]

Shanghai, 17th October, 2 p.m.

A serious fire broke out shortly after noon to-day in the building which is being erected for the Great Northern Telegraph Company, Ltd.

The upper floors were gutted by the flames.

Fortunately, the breeze was blowing from the west and the fire brigade soon managed to get the fire under control.

The alarm was given at 12.15 p.m.

## TELEGRAMS.

[Reuters.]

## The Scene at Longchamp.

LONDON, 15th October.

The scene at Longchamp was a regular pandemonium. The mob fought wildly with one another for booty; some invaded the bars and got drunk; and some tore about madly brandishing stolen bank notes, of which they were soon robbed by others. Scarcely any building on the course escaped destruction or damage. Sixty arrests were made.

Later.

## France and Morocco.

Trouble is brewing between France and Morocco, owing to the latter creating all sorts of difficulties in the trade between Taflet and Southern Algeria.

## CRIMINAL SESSIONS.

THE CALM DAY.

The October Criminal Sessions will open at the Supreme Court to-morrow at 10 a.m., his Honour the Chief Justice presiding. The following is the calendar of cases to be dealt with:

- (1) H. J. W. Ridley ... Robbery.
- (2) " War ... Robbery.
- (3) George Street ... Manslaughter.
- (4) Lin Fai ... Robbery with violence.
- (5) Wong Sing Hing ... Robbery with violence.
- (6) Lau Yip ... Robbery with violence.
- (7) Tsing Fung ... Forgery.
- (8) ... Robbery.

With the opening of these Criminal Sessions the vacation closes.

## TERRORS OF TEA.

## FRENCH DOG'S AWFUL DISGUSTURES.

Dr. Charles Fernet, a French doctor, has conjured up a picture of the appalling possibilities of drinking tea and coffee which is enough to make the hair on the heads of the devotees of those beverages stand on end.

The gravest set of *British Medical Journal* records that according to this, medical expert the abuse of coffee has increased recently in France, where it is now quite common for people to drink a litre or more of the infusion in 24 hours, this excess being especially frequent among women—laundresses, seamstresses, porters, and cooks, who come in crowds to the hospitals with disorders solely attributable to this cause.

It is more easily recognisable in females, since in them it is less often associated with the effects of alcohol and tobacco than in men.

## CATALOGUE OF HORRORS.

In even moderate quantities coffee causes general irritability and nervous excitement, hyperesthesia, muscular agitation, palpitation, polyuria, and frequency of micturition. This he calls "acute caffism," but the repeated and habitual use leads to "chronic caffism," attended also by insomnia and serious disorders of digestion.

So far from coffee being an "intellectual drink," it produces temporary excitement, followed by depression of mental power, so that those addicted to its use become emotional, timid, embittered, and are menaced by neurasthenia, with all its evil consequences.

Tea is "excellent China drink, approved by all physicians," as is harmful as coffee, if not more so. Three or four cups of tea daily are by no means free from danger. The ill effects are due not only to the alkaloid it contains, but to the essential oil, which has a specially poisonous quality.

## D.T.S. FROM TEA.

A single cup of tea may cause excitement and insomnia, while a stronger dose, rarely fails to produce acute "theism," characterised by excitement, hyperesthesia, palpitation, sweats, and occasionally by symptoms resembling those of delirium tremens. Chronic "theism" is said to be well known in China and to English and American physicians; it is observed among tea-tasters, and is manifested by loss of appetite, dyspepsia, and general disorder of nutrition. The influence of tea on the heart is more marked than that of coffee.

## CONTRACTION.

That tea (says the *British Medical Journal*) is to some persons a very potent poison is probably true. In a little book recently published, Prof. Sandford quotes a distinguished member of the medical profession, as saying: "Tea spoiled the 20 best years of my life before I found it out. It gave me awful pain, almost anæsthesia—with sense of palsy and weakness of the limbs and a grey face, but there was no obvious change of the radial pulse." But to most people, let these beverages be harmless and salutary, than it is well to bear in mind that some of these ill effects may be encountered in practice from personal idiosyncrasy or excessive use of tea and coffee.

## THE WRATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 17th at 12.20 p.m. the barometer has risen along the Yangtze, and fallen over N. China and the Philippines.

The depression lying over S. Manchuria is moving into the Sea of Japan. Pressure remains somewhat low over the Pacific to the E. or N.E. of Luzon.

A high pressure area is spreading over China from the N.W. and hard monsoon is expected to set in over the whole of the China Coast, and the N. part of the China Sea.

The Japanese returns are lacking this morning.

## FORECAST.

1.—Hongkong and neighbourhood, N. winds, increasing to fresh or strong breeze; fine.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamock, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## THE "SAHAN" PIRACY.

## RINGLEADERS CAPTURED.

[From a Correspondent]

Canton, 16th October.

At last, after a considerable hunt for the men two of the ringleaders concerned in the piracy which took place on board the *ss. Saham*, have at length been captured at Fongmoon. These men are the notorious Tse Yu and Pon Lo. They were traced to their house, and there the capture took place. The premises were full of incriminating evidence against the two men, as, besides two rifles marked "ss. Saham," large quantities of arms and ammunition, which was identified as being part of the cargo of the *Saham*, which was stolen by the pirates, were also recovered. The two men on being captured confessed their guilt. The British Consul has been notified of the capture of the two men, and, as soon as they are brought into Canton, he will have an opportunity of examining them as to their actions and those of the other pirates concerned with them, before their execution.

## A RAILWAY BANK.

Mr. Chang To Chai, president of the Yuet Han Railway Company, Ltd., has sent a despatch to H.E. Vice-roy Shum, informing him that the first call on shares has been paid. This amounts to a sum of over \$8,800,000, which has all been deposited in small amounts at various receiving offices. Mr. Chang, in referring to this deposit, says he thinks such a large sum should be deposited altogether in one respectable Bank. It is a very large sum, and he is afraid that, as it will be deposited at one time, will have the effect of making the money-market very tight. Furthermore, he does not think it advisable to divide the money up and deposit it with several Banks, in view of the fact that the second call will be made early next year. Mr. Chang therefore intends to make a Railway Bank, regarding which H.E. Vice-roy Shum is in communication with the Board of Trade at Peking.

## A READY-MADE LINE.

Mr. Kong, Chief Engineer of the Yuet Han Railway Co. of Canton, has surveyed the ground intended for the Yuet Han Railway, from Wong Sha to Ku Tong. Under the concession formerly granted to the American Chinese Development Company the line was half laid by that Company but, when the concession was revoked, and the agreement handed back to China, the line was deserted, remaining so for a long time, during which the weather conditions did the road-bed a considerable amount of damage. It is, however, Mr. Kong's opinion that the company should repair this line, because it would save a great amount of money which it would be necessary to expend, if the line was to be entirely laid anew, in carrying the necessary materials and in labour.

## KIDNAPPING A GIRL.

## WOMAN SEVERELY PUNISHED.

When the case against the old woman and the runner of the Tai Lo boarding house, of No. 97, Connaught Road Central, was called on at the Police Court yesterday afternoon, it was discovered that the male defendant had not surrendered to his bail. The woman who could not find the security was in the dock. His name was called three times and as he could not be found in the police court compound, it was presumed that he had jumped his bail. Calling for the bail-bond, Mr. Gomperz, ordered the bail of £300 to be remitted. The charge against the couple was that of kidnapping a girl, fifteen years of age. The case against the female defendant was then heard. Evidence of the kidnapped girl and her mother was heard.

The girl, a bright looking thing, on being called to the witness-stand, gave her story very intelligently. She stated that on the evening of 20th August last she left her mother's house to make a purchase. On the street the defendant stopped her, and after a short conversation, asked the girl to go home with her; she (the defendant) wanted a companion and was willing to engage the girl, and would pay her a good salary. She did not want the girl to start work at once, but wanted to show the girl her house so that if she wanted the situation she could find the house on another day. Witness went and was taken to a house in Bridge's Street where she was locked up in a room. After conversation between parties outside witness was taken from that house and removed to the Tai Lo boarding house of No. 97, Connaught Road Central. She was then handed over to a man, said to be the runner of the place, and the woman departed. The man took the girl to the third storey and locked her in a room. After witness had been confined there for over a month her jailer one day hinted that she would soon be taken to Singapore. On the night of the 6th inst., her chance arrived. Her jailer left her room for few minutes, left the door unlocked and she escaped. The police testified to the fact that on hearing the girl's story on the night she made her escape, they visited the house in Bridge's Street and also the boarding house and arrested the man and the woman.

The defendant said that the girl went to her house voluntarily, there being no kidnapping done. What the absconded defendant did she did not know.

His Worship sentenced defendant to twelve months' hard labour.

## THE BRITISH POST OFFICE AT TIENTSIN.

To-day Tientsin finds itself once more in possession of a British Post Office, and for the first time enjoying the privileges of the penny post, says the local *Times* of 1st inst. This is a privilege for which we have long been contending, more particularly since the time when every other part of importance in China was granted the advantage, and we alone stand out condemned for no ostensible reason, with our increasing trade, to bear the burden of a 2½ penny rate. The inquiry of the arrangement, and the absence of legal argument in the distinction has rankled long and deeply in the breasts of commercial men, and strenuous if quiet efforts have long been in making to achieve what has at last been conceded to us. We may be permitted to feel some slight personal gratification in the satisfactory result of these efforts by reason of our direct participation in the bombardment by argument and appeal, directed against the Foreign Office in regard to this question in 1903, when a letter from the Editor of the *Telegraph* and *Tientsin Times* bid the honour of being submitted to Lord Lansdowne's attention through the China League and acknowledged.

Since that date the matter has been very strongly taken up by the local Chamber of Commerce, and in other directions the attack has been well and continually sustained, and credit for the ultimate fruition of our desires is undoubtedly due to the energetic action of the Governor and Major Nathan of this port. Our appreciation of the establishment of a British Post Office here, though not wholly unassociated with anticipations of an eventually improved handling of home mails, is primarily and mainly a financial one, and the difference between a four and ten cent tax on the bulky mails sent home and received by our merchants here totals up to a very high figure in the year, while even in private correspondence the saving will be an inestimable boon.

As we said the other day, allowance will have to be made for the first few weeks while the new office is becoming familiar with its new duties, and the public must not be too exacting at the outset.

While soliciting patience for the new official, we would take this opportunity of extending to the postmaster who has hitherto handled our home mails, a very high appreciation of his uniform and untiring courtesy and kindly attention to all complaints, and there are few public offices perhaps at which both public and private complaints are more incessantly hurled than at a post office. Mr. Sumner has displayed throughout our lengthy acquaintance with him a tactful patience in dealing with all difficulties which is well worthy the imitation of anyone placed in a similar position. The disabilities from which we have suffered originate mainly in Shanghai, and in course of time we shall hope to see a beneficial change in handling the sorting of the mails between Hongkong and Shanghai, or in Hongkong, so that mail matter for the north may be placed in separate bags for direct transmission in the same way as the continental mails appear to be, and not be detained in Shanghai for an elaborate process of weeding out there.

Full particulars of the British Post Office and new rates will be found in another column, and it will be seen that for other places in China as well as local m/s, the C. I. P. will still be the cheapest as well as the most efficient service. The postal order department, which promises to be a great boon to Tientsin residents, will not be in operation for a few days yet.

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## "CRUSOE'S ISLAND."

## THE LAST OF JUAN FERNANDEZ.

If indeed it be true, as the cable tells us, that Juan Fernandez has been overwhelmed in the earthquake which has wrecked the cities of Chile, we mourn its loss to the Kingdom of Romance. No deadlier blow has Reality struck at that enchanted realm since the waves of the Atlantic engulfed the pillars of Atlantis, since the empire of Prester John was cut up by a French railway.

That Juan Fernandez, "Crusoe's Island," should follow them into nothingness is less surprising, since it is plainly volcanic in its origin, rising sharply out of the Pacific Ocean 360 miles west of the Chilean coast. But it has given shelter to so many exiles from civilization since the Spaniard, Juan Fernandez, discovered it in the sixteenth century, that we grudge its disappearance. Although the best known of its "governors" is Alexander Selkirk, that Scottish seaman was by no means the first of them.

## THE FIRST "GOVERNOR."

This hour is to be awarded to an unnamed Spaniard, who was wrecked there about the middle of the seventeenth century. He was the only survivor, and lived alone on the island five years before another ship took him off. But his adventures found no Defoe as chronicler, and his personality fits for a moment through the log-books of the early buccaneers, and then disappears. The next involuntary settler in Juan Fernandez was a Mosquito Indian named William, who was accidentally left behind by the buccaneers in 1681. The island, lying off the rich silver cities of Peru, had become by this time a convenient rendezvous for the buccaneers, its herds of goats, and its fresh water and fish supplying their bodily needs while, A BUCCANEER'S RENDEZVOUS.

The first party of buccaneers who crossed the Isthmus of Panama under the Englishmen Hawkins and Sharp, captured a Spanish vessel, and made their way down the west coast until, on Christmas Day, 1680, they anchored at Juan Fernandez. The shores of the island were so thickly crowded with seals that the buccaneers had to beat them off in order to fill their barrels in the fresh-water streams. The Chilean seal-hunters of our day have altered all that, but in 1680 there were in addition lobsters and other fish in the sea, and herds of goats on the shore.

On 11 Jan., 1681, while the crew was ashore catching goats for salting, three sails were seen, which were believed to be Spanish ships of war. The buccaneers hastened to their vessel to get away, and left William, the Mosquito Indian, behind. All he had was a gun and a knife, a small horn of powder and a handful of shot. By notching his knife like a saw he contrived when his ammunition was ended to cut his gun barrel into pieces, out of which he manufactured harpoons, lance heads, hooks, and a r.c. knife. With these weapons he caught goats and fish for food. He built a hut and lined it with goat skins. The Spaniards found he was there and searched for him, but he successfully hid himself in the mountains.

Three years afterwards, in 1684, two English privateers arrived at the island and took off the poor Indian, who was delighted to see Englishmen, some of whom had known him before.

One of these adventurers was the famous Capt. Wm. Dampier, who during career as pirate, privateer, privateer, buccaneer, and freebooter seems to centre strangely round this lonely volcanic rock in the Pacific.

He was concerned both with the ironmongery and the rescue of Alexander Selkirk, that cantankerous man from Largo, who next resided here.

## THE REAL CRUSOE.

Selkirk was the sailing master of the *Cinque Ports* galley, a vessel which, together with Dampier's vessel, the *St. George*, sailed in 1680 with letters of marque granted by Prince George of Denmark (Anne's consort), as Lord High Admiral of England, to prey on French and Spanish commerce. The captain of the *Cinque Ports* was one Stradling, who parted company with Dampier in 1681, Selkirk, at Panama, and sailed southward. A violent quarrel took place with his sailing master, and in October, 1681, Selkirk, at first at his own desire, but in spite of his subsequent regrets, was landed on Juan Fernandez, with his oaths and bedding, with a fuellock, some powder, bullets, and tobacco, a hatchet, knife, a kettle, a Bib, some practical pieces, and his mathematical instruments and books. When his clothes wore out he made himself a coat and a cap of goat skins, which he stitched together with little thongs of the same that he cut with his knife. He had no other needle but a nail, and when his knife was worn to the back he made others as well as he could of iron hoops that were left ashore. And so he lived for four years and four months, until in February, 1690, there arrived another privateer company, with the indefatigable Dampier again among them, this time as pilot to Capt. Wood's Rogers. Another interesting personality among this strange crew was Thomas Dover, the physician, who invented "Dover's powder," and was at this time a privateer captain.

His Rescue.

Selkirk, judging that the ships were English, made a fire, whose light was seen, and the privateers landed. They found him in goat skins, just the typical Robinson Crusoe that so many artists have since drawn. At first he could hardly speak his native tongue, and from long restriction to pure water as a beverage, he was unable to drink their ardent spirits.

Selkirk was soon engaged as mate by his deliverers, and had a profitable cruise along the Spanish Main. When they reached England at the end of 1691, there was about £350,000 to divide between the owners, the authorities, and the privateers. Next year an account of Selkirk's adventures was published, and in 1719 Defoe, in "Robinson Crusoe," though he placed the island on the other side of the Continent, on the other side of the Atlantic, handed Selkirk and Juan Fernandez down to immortality. The latter has since been a convict station, a seal fishery, a Chilean colony, but it is as "Crusoe's Island" that we all treasure its memory.—*Morning Leader*

## THE VOLUNTEER CAMP.

## [From Our Special Correspondent]

Stonecutters' Is., 17th October.

After Reveille was sounded on Tuesday morning the men were put on the 15pds. and axims devoting fully two hours at the work. At 10 a.m. those who remained in Camp were given every facility in the direction of acquiring knowledge in gun laying, fuse setting and ammunition.

In the afternoon there was a repetition of the morning's drill.

A concert was held after dinner and the following contributed to the evening's entertainment:—Capt. Northcote, Sergt.-Major Higby, Sergt. Darby, Lance-Sergt. Croucher, Corp. Mackie, Corp. Turner; Gunnery, Bidden, Reed, Harvey, Manuk and Hayward; Sapper Hall, Gunnery Chalmers and Sheffield presiding at the piano.

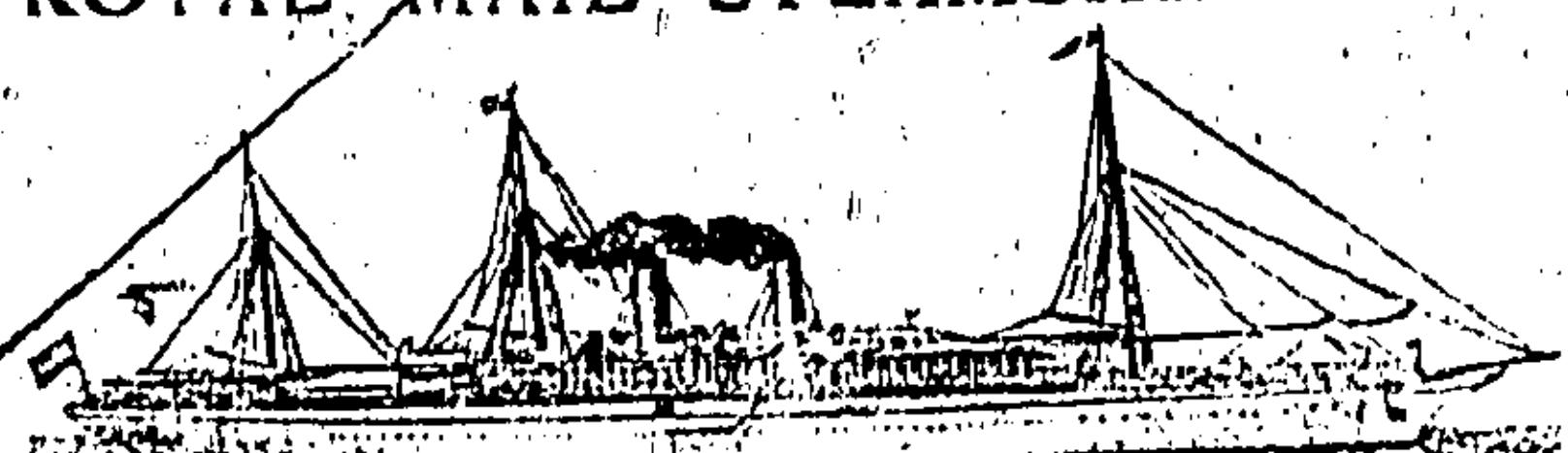
Those who walked in the direction of the Sergeants' Mess were a bit surprised to see a blackboard with the following inscription:—

"Reading and Recreation, Magazines and Books, Writing material, Games, Postage Stamps, General messenger work to and from Hongkong."

By kind permission of the Commandant, Mr. MacPherson, the energetic Secretary of the local Y.M.C.A., following the custom in vogue at home, had pitched a commodious tent and had it converted into a library. Here all the latest magazines and papers were spread on two long tables. Further away a nice book case was placed in position, a writing table with all its accessories and last of all chess and draughts boards were not forgotten. In the evening the men make this place their rendezvous.

At about 9 p.m. the sudden booming of guns announced the fact that the Royal Artillery were engaged at Target Practice from the Albion Fort. The Engineer Company of the R. V. C. manned the searchlights and soon we observed the military launch *Omphale* turning the bend of Stonecutters' West and making full speed ahead for the East, steaming in the direction of the Cosmopolitan Docks. She had in tow two floating targets and these being attached to a cable of considerable length were moving at a great speed, the steam winch on the launch being utilized for the purpose. It was a fine sight to see the targets in motion throwing up fine sprays of water and resembling very much the flight of a torpedo boat. The artillerymen appear to have done some excellent shooting, for we noticed almost

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

C.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,250.....	SATURDAY, October 20.....	November 12.....
"EMPEROR OF CHINA".....	6,600.....	THURSDAY, October 25.....	November 12.....
"EMPEROR OF INDIA".....	6,000.....	THURSDAY, November 22.....	December 10.....
"ATHENIAN".....	3,884.....	WEDNESDAY, November 28.....	December 22.....
"EMPEROR OF JAPAN".....	6,600.....	THURSDAY, December 20.....	January 7.....
"MONTEAGLE".....	6,163.....	WEDNESDAY, December 26.....	January 19.....
"EMPEROR".....	6,163.....	Intermediate steamer at 12 Noon.	

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £100. 1st Class, £60. 2nd New York £60.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

K.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates on Freight and Passage, apply to

D. W. CRADDOCK Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 6th October, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship "On"

MANILA.....LOU YANGSANG\* SATURDAY, 20th October, 4 P.M.

SHANGHAI.....JIANGSANG† SUNDAY, 21st October, Daylight.

SINGAPORE, PENANG &amp; CALCUTTA, NAMANG\* SATURDAY, 27th October, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chingpo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 17th October, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS. TO SAIL.

YOKOHAMA and KOBE.....TAIYUAN\*.....20th October.

SHANGHAI.....KUOKIANG\*.....22nd.....

SHANGHAI and CHINKIANG.....HANGCHOW\*.....23rd.....

MANILA.....TEAN\*.....23rd.....

CEBU and ILOILO.....SUNGKUANG\*.....23rd.....

SHANGHAI.....YOCHOW\*.....24th.....

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 17th October, 1906.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED:

Steamship.	Tons.	Captain.	For	Sailing Dates
ROBI.....	2540	R. Almond.....	MANILA via AMOY	FRIDAY, 19th October, at 5 P.M.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME &amp; CO., GENERAL MANAGERS.

Hongkong, 15th October, 1906.

## HONGKONG—NEW YORK.

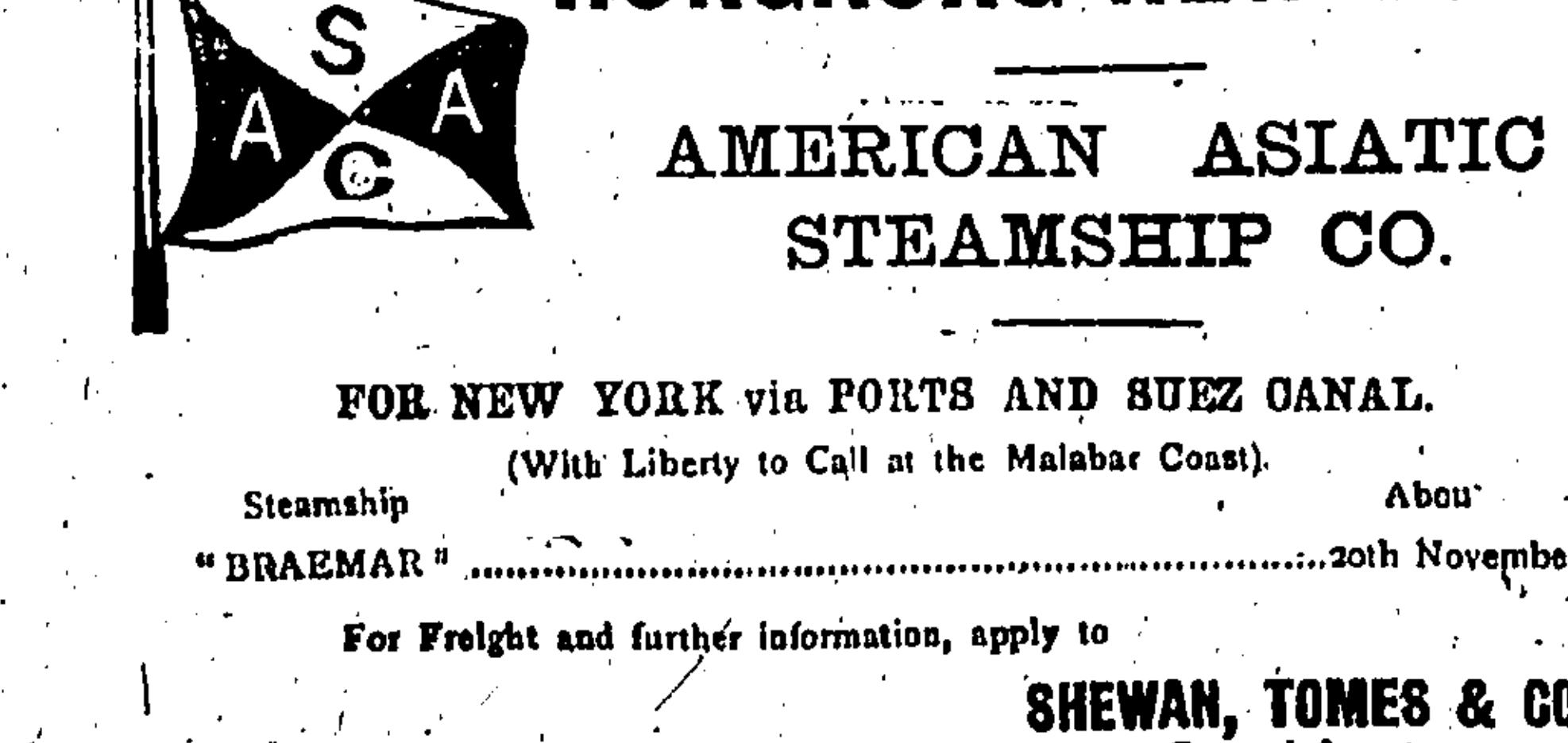
AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship "BRAEMAR".....20th November.

For Freight and further information, apply to

SHEWAN, TOME &amp; CO., General Agents.

Hongkong, 16th October, 1906.



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, India, and the Far East generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages for each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

## THE HONGKONG TELEGRAPH.

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

HONGKONG.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA; TSINGTAU, CHEFOU, AND TIENTSIN via SHANGHAI.

RHENANIA.....Capt. v. Hoff.....1st November.  
HOHENSTAUFEN....."Jaeger.....2nd December.  
SILESIA....."Balle.....2nd January.  
SCANDIA....."v. Doehren.....1st February.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON via HAVRE) and HAMBURG.

HABSBURG.....Capt. Fuller.....2nd November.  
RHENANIA....."v. Hoff.....4th December.  
HOHENSTAUFEN....."Jaeger.....1st January.  
SILESIA....."Balle.....8th February.  
SCANDIA....."v. Doehren.....2nd March.  
HABSBURG....."v. Hoff.....15th April.  
RHENANIA....."Jaeger.....14th June.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA; SITHONIA.....20th October.  
FOR YOKOHAMA & KOBE; SEGOVIA.....22nd October.

FOR SHANGHAI, KOBE &amp; YOKOHAMA; RHENANIA.....1st November.

FOR SHANGHAI, KOBE &amp; YOKOHAMA; ANDALUSIA.....13th November.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, COLOMBO and ADEN.

Taking Cargo at throughports to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic-Persian Service to Arabia and Persian Gulf Ports.

FOR HAVRE and HAMBURG.....HABSBURG.....2nd Nov.

FOR ANTWERP and HAMBURG.....TEUTONIA.....10th Nov.

FOR HAVRE, BREMEN and HAMBURG.....BRISGAVIA.....16th Nov.

FOR HAVRE and HAMBURG.....SEGOVIA.....20th Nov.

FOR HAVRE and HAMBURG.....SITHONIA.....30th Nov.

FOR NAPLES, HAVRE, BREMEN &amp; HAMBURG; RHENANIA.....14th Dec.

FOR HAVRE and HAMBURG.....ANDALUSIA.....28th Dec.

FOR NAPLES, HAVRE, BREMEN &amp; HAMBURG; HOHENSTAUFEN.....1st Jan.

FOR HAVRE and HAMBURG.....ALESIA.....25th Jan.

Hongkong, 17th October, 1906. [651]

## FOR SINGAPORE, PENANG and CALCUTTA.

## THE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 16th October, 1906. [652]

## NOT RESPONSIBLE FOR DEBTS.

N EITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or Crews of the following vessel during her stay in Hongkong Harbour.

ESKASONI, British ship, Captain McBirnie—Doddwell &amp; Co., Ltd.

## BOAT RACES AND SHANGHAI TAOTAI.

Shanghai, 9th October.

Taotai Jui-chang, the Taotai of Shanghai, has written to the Senior Consul the following letter regarding the boat races to be held on the 12th and 13th October:

According to the report made by the magistrates of the districts of Quinsan and Sinyang, it is stated that the police deputy of the Railway Administration has written them about boat races to be held on the 12th and 13th October in the west of the iron bridge north of Tsingyang but the place where the iron bridge is, on the north of Tsingyang, is over ten li from the native town and is on the boundary of the two districts and it is one of the important water routes to Soochow and Shanghai and there are many native craft on the route and hitherto there was no attempt made by foreigners to have boat races but if once such boat races are carried out not only the races will obstruct the traffic there but it is also afraid that the ignorant natives might cause trouble to foreigners.

Upon enquiries made from the Railway Administration of the Shanghai Nanking Railway it was ascertained that the races are attempted by the foreign merchants in Shanghai, etc. Upon receipt of the report from the said magistrates I understand that the river Tsingyang is open to traffic for river boats but it is in the interior and foreigners are not allowed to have boat races and moreover as it is one of the important water routes it is not safe for having boat races as there might be collisions and also ignorant village youths might come round the place and cause trouble and therefore in any case such an attempt to have boat

## Shipping.

## Arrivals.

El Kanara, Fr. ss., 878, Lemmonier, 16th Oct.—Avans 1st Oct.—M. M.

Shantung, Br. ss., 1,851, Nicoll, 16th Oct.—Samrang 5th Oct.—Sugar.—B. & S.

Haltan, Br. ss., 1,183, J. S. Roach, 17th Oct.—Funchow 16th Oct.—Amoy 15th, and Swatow 16th, Gen.—D. & Co.

Calchas, Br. ss., 6,748, O. P. Williams, 17th Oct.—Shanghai 14th Oct., Gen.—B. & S.

Vuensang, Br. ss., 1,128, F. Mooney, 17th Oct.—Manila 12th Oct.—Gen.—S. T. & Co.

Rutherford, Br. ss., Bur. 1,710, 10th Oct.—Newcastle 16th Sept., Coal.—McG. Bros. & Gow.

Samsen, Ger. ss., 905, F. Rehwaldt, 10th Oct.—Bangkok 10th Oct., Gen.—B. & S.

Sarosan, Am. ss., 428, Viteria, 10th Sept.—Manila 4th Sept., Ballast.—Order.

Taiwan, Br. ss., 1,010, J. A. Martin, 15th Oct.—Saigon 9th Oct., Gen.—Wing Sing.

Taiyuan, Br. ss., 1,450, L. Dawson, 16th Oct.—Melbourne 1st Sept., Sydney 19th, Thursday Island 1st Oct., and Manila 13th, Gen.—B. & S.

Tartar, Br. ss., 2,768, J. H. Davis, 13th Oct.—Vancouver 17th Sept., and Shanghai 13th Oct., Gen.—C. P. Co.

Tatsu Maru No 2, Jap. ss., 1,918, Nakanagi, 14th Oct.—Kobe 7th Oct., Gen.—Yee Hing Tai.

Telemachus, Br. ss., 1,310, J. Williamson, 12th Oct.—Saigon 7th Oct., Rice, Meal and Gen.—Chinese.

Tjihans, Dut. ss., 2,059, P. Zwart, 16th Oct.—Java via Macassar 8th Oct., Gen.—J. C. L.

Trieste, Aust. ss., 3,701, D. Mistriorgi, 16th Oct.—Trieste and Singapore 10th Oct., Gen.—W. & Co.

Wandsworth, Br. ss., 2,086, P. Thomas, 12th Oct.—Moj 7th Oct., Coal.—S. T. & Co.

Wik, Ger. ss., 1,810, H. Carreras, 16th Oct.—Hongay 13th Oct., Coal.—J. & Co.

Yiuna, Am. ss., 461, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast.—Yeng Chung.

Z. de Aldecon, Am. ss., 1,260, F. Xandar Fchau, 15th June.—Manila 12th June, Ballast.—Barretto & Co.

## CHINA COAST METEOROLOGICAL REGISTER.

October 16th, 1906, a.m.

Bar. Th. Hu. Wind W.

Vladivostock	7 a.m.	—	—	—	—	—
Yen-kiu	9 a.m.	30.08	—	sw	4	—
Hakodate	9 a.m.	30.13	—	NW	2	—
Tokio	9 a.m.	30.30	—	NW	2	—
Kochi	9 a.m.	30.31	—	SE	6	—
Nagasaki	9 a.m.	30.35	—	SE	6	—
Kagoshima	9 a.m.	30.35	—	E	6	—
O-hime	9 a.m.	30.04	—	SE	4	—
Naha	9 a.m.	30.01	—	SE	4	—
Ishigakijima	9 a.m.	29.93	—	NE	2	—
Chofoo	6 a.m.	—	—	—	—	—
Wei-hai-wei	9 a.m.	30.02	64	W	2	ovr
Hankow	9 a.m.	30.93	67	NE	3	b
Kinkiang	9 a.m.	30.06	71	SE	1	om
Shanghai	9 a.m.	30.06	70	NE	1	om
Gu-tiif	6 a.m.	30.04	75	NE	1	o
Sharp Peak	6 a.m.	30.04	75	SE	1	b
Amoy	6 a.m.	29.98	73	NE	1	b
Swatow	9 a.m.	29.93	72	NE	1	b
Taihoku	9 a.m.	29.99	—	E	2	—
Taichu	9 a.m.	29.99	—	—	—	—
Taipei	9 a.m.	29.93	—	—	—	—
Kouhien	9 a.m.	29.91	—	N	2	—
Pescadores	9 a.m.	29.93	—	NE	2	—
Canton	9 a.m.	30.06	80	SE	1	o
Hongkong	10 a.m.	30.05	81	NE	3	c
Victoria Peak	9 a.m.	—	—	—	—	—
Gap Rock	9 a.m.	30.00	81	ESE	1	c
Macao	9 a.m.	—	—	—	—	—
Hoihow	9 a.m.	—	—	—	—	—
Pakhoi	9 a.m.	—	—	—	—	—
Philippines	9 a.m.	—	—	—	—	—
Tourane	9 a.m.	—	—	—	—	—
C. St. James	6 a.m.	—	—	—	—	—
Appari	6 a.m.	—	—	—	—	—
Manila	9 a.m.	29.92	81	WSW	1	—
Lagospis	6 a.m.	29.91	75	WSW	1	—
Bacolod	9 a.m.	29.91	75	N	2	b
Ho-ho	9 a.m.	29.89	82	NE	1	o
Cebu	9 a.m.	29.91	84	—	—	—
Labuan	9 a.m.	29.88	81	—	—	—

October 17th, 1906, a.m.

Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—
Hakodate	—	—	—	—	—	—
Toku	—	—	—	—	—	—
Kuchi	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—
Oshima	—	—	—	—	—	—
Ishigakijima	—	—	—	—	—	—
Cheloo	6 a.m.	29.94	52	71	W	4
Wei-hai-wei	9 a.m.	29.95	56	WWW	5	ovr
Hankow	6 a.m.	—	—	—	—	—
Kiukiang	9 a.m.	30.08	68	85	NW	3
Shanghai	9 a.m.	30.13	67	55	NW	4
Curtall	9 a.m.	30.08	67	84	5	cm
Sharp Peak	6 a.m.	30.05	76	77	5	b
Amoy	6 a.m.	29.98	76	86	N	1
Swatow	—	—	—	—	—	—
Taihoku	9 a.m.	29.08	—	E	4	—
Tai-chu	9 a.m.	29.00	—	—	—	—
Tai-nan	9 a.m.	29.00	—	NW	4	—
Koshien	9 a.m.	29.91	—	N	8	b
Pescadores	9 a.m.	29.92	—	N	8	b
Canton	9 a.m.	30.06	78	65	NE	1
Hongkong	10 a.m.	30.02	84	45	E	1
Victoria Peak	9 a.m.	—	—	—	—	—
Gap Rock	9 a.m.	—	—	—	—	—
Hoihow	9 a.m.	30.06	81	ENE	1	c
Pakhoi	9 a.m.	—	—	—	—	—
Philippines	9 a.m.	—	—	—	—	—
Tourane	9 a.m.	—	—	—	—	—
C. St. James	6 a.m.	29.85	73	—	—	—
Manila	9 a.m.	29.86	82	77	W	1
Lagospis	6 a.m.	29.86	79	NE	1	b
Macao	9 a.m.	29.85	83	—	—	—
Ho-ho	9 a.m.	29.88	83	—	—	—
Cebu	9 a.m.	29.88	83	—	—	—
Labuan	9 a.m.	29.91	80	—	—	—

## SAILING VESSELS.

Eclipse, Br. br., 7,668, J. McIlroy, 2nd Oct., Canton 1st Oct., Ballast.—S. O. Co.

Eskason, Br. ship, 1,670, Wm. McBirney, 12th Oct., Manila 13th Sept., Ballast.—Order.

I. F. Chapman, Am. ship, 7,013, A. Banfield, 29th Aug., Manila 15th Aug., Ballast.—A. K. &amp; Co.

S. P. Hatchcock, Am. ship, 2,086, S. L. Zentz, 1st Sept., Manila 20th Aug., Ballast.—A. K. &amp; Co.

Per *Haiyan*, from Coast Ports—Messrs. May, Lester, Anderson, Harrison, Master Palmer, Revs. Bondfield, Knox and 230 Chinese.Per *Hangkong*, from Shanghai—Mr. Pichie, and 24 Naval Department men.

Passengers Arrived.

Per *Australis*, for Shanghai—Messrs. Andrei, V. O. Köhler, J. A. Barretto, F. H. Crossley, and Capt. A. A. Cox.Per *Oceanus*, for Saloon—Mr. and Mrs. Tcheong Kiel, Mr. Peris, and 66 Chinese.

For Singapore—Messrs. T. D. H. Garnett and A. B. Biesen, For Penang—Messrs. Nicolai Tolentino de Rosa, J. F. X. Gomes da Silva and Florentino da Silva, For Marcellis—Mr. Lengueido Pelagio de Mendonça Salles, Madame Virginia da Silva, Oliveira Salles, Mrs. Rita Carvalho, Messrs. David José de Carvalho, Julie Cesar Peres, Lourenco de Sophia, Manuel Apudo and Cunegue.

Per *Akai Maru*, for Shanghai, &c.—Mr. T. Stafford, Miss Matterson, Mr. and Mrs. Scott, Mrs. Lyons, Mr. Henry Bishop, Mr. and Mrs. Clark, Miss Creer, Messrs. Charlton Thorne, T. Hashimoto, S. Suzuki, Misaki, Mrs. Matsui, Mrs. C. Nakamura, Mrs. Koda, Messrs. Frank Kamrad, Chas. James, John Hard, J. C. McDermott, W. J. Long, John Dunn, L. Hillson, G. Hara, M. Yokoyama, Yasuda, K. and N. Nakamura.Per *Kawachi Maru*, for London, &c.—Major and Mrs. Barber and child, Mr. and Mrs. Deane, Major and Mrs. McDonnell Moore, Miss Congreve, Mr. T. Tanaka, Mr. and Mrs. Bessid and child, Messrs. H. Tavares, K. Akiba, Yotsuya, K. Inaw, A. Kobasaki and Teresa Taylor.

Shipping Reports.

Str. *Calchas* from Shanghai—Moderate N.E. monsoon.Str. *Haltan* from Coast Ports—Fresh N.E. monsoon, thence to port light WNW winds, smooth sea and fine weather.Str. *Yuenzine* from Manila—Strong N.E. monsoon and rough sea to Amoy, and light variable winds and fine to port.

Vessels in Port.

STRANIERI.

America Maru, Jap. ss., 3,600, Philip Going, 15th Oct.—San Francisco 14th Sept., and Shanghai 11th Oct., Mails and Gen.—T. K. K.

Catherine Apcar, Br. ss., 1,730, W. D. A. Thomas, 10th Oct.—Calcutta via Penang and Singapore 4th Oct., Gen.—D. S. &amp; Co., Ltd.

Emma Luyken, Ger. ss., 1,159, G. Cornand, 16th July—Mauritius 20th June, Sugar.—Wing Sing &amp; Co.

Empress of China, Br. ss., 3,030, R. Archibald, R.N.R., 23rd Sept.—Vancouver, B.C. 4th Sept., and Shanghai 20th, Mails and Gen.—C. P. R. Co.

Loongsang, Br. ss., 1,092, A. G. Smith, 15th Oct.—Manila 12th Oct., Gen.—J. M. &amp; Co.

Loyal, Ger. ss., 1,327, F. Natriss, 12th Oct.—Bangkok 4th Oct., Rice—S. W. &amp; Co.

Machew, Ger. ss., 996, P. Zollner, 14

## Mails.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA.VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,666	E. V. Roberts	24th Oct.
Tremont	9,666	T. P. Garlick	20th Nov.
Platina	3,753	F. G. Furlong	
Lyra	4,417	G. V. Williams	

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.The twin-screw ss. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 4th October, 1906.

[12]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERICAN  
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 20th October,  
at Noon, taking Passengers and Cargo for  
the above Ports in connection with the Com-  
pany's S.S. *Mongolia*, 9,500 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silks and Valuables, all Cargo for France  
and Tea for London (under arrangement  
will be transhipped at Colombo into the Mail  
steamers proceeding direct to Marseilles and  
London), other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Marinora*  
due in London on the 1st December, 1906.Parcels will be received at this Office until 4  
p.m. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 6th October, 1906.

[13]

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA

COLOMBO, AUSTRALIA,

ADEN, EGYPT, MARSHALLES,

LES, LONDON, HAVRE,

BORDEAUX, MEDITERRANEAN AND BLACK  
SEA PORTS.

The S.S. "TOURANE."

Captain Lancelin, will be despatched for MAR-  
SEILLES on TUESDAY, the 30th, October,  
at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. AUSTRALIEN ..... 13th November.

S.S. TONKIN ..... 27th November.

S.S. ERNEST SIMONS ..... 11th December.

S.S. POLYNESIEN ..... 23rd December.

S.S. CALEDONIEN ..... 8th January.

G. de CHAMPEAUX,  
Agent.

Hongkong, 17th October, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

Steamship

About

"SHIMOSA" ..... 2nd November.

"GHIAZEE" ..... 24th November.

For Freight and further Information, apply to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 12th October, 1906.

[14]

AN APPEAL.

THE SUPERIORITY of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
benevolence and support, and desires to state  
that he will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Collars  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superiority will also be most grateful  
to buy PAPER, or old ENVELOPES to be made  
into Books for the Children of Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY

822.50

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOCHE &amp; CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. REFERRING.	AT WORKING ACCOUNT.	LAST DIVIDEND.	IMMEDIATE RETURN AT PRESENT QUOTATION. LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,500,000	\$1,247.242	\$1.15 @ ex. 2/1/1906 = \$16.47 for first half- year 1906	54 %	\$80 sales. London £95.10
National Bank of China, Limited	99,915	\$7	\$6	\$17,735 \$150,000	\$74,099	\$2 (London 3/6) for 1905	54	\$47
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,955	\$211.540	\$20 for 1904	64 %	\$320
—	—	—	—	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10/1906 Tls. 2.62 on account 1905	6 %	Tls. 87.5 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	\$2,000,000 \$1,250,000 \$1,150,000	\$2,742.271	Interim div. of \$30 for 1905	48 %	\$775 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$800,000 \$61,78 \$1,15,127	\$508,334	\$12 and \$3 special dividend for 1904	84 %	\$175 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$61,78 \$1,15,127	\$344,058	\$6 for 1904	61 %	\$95
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$220,418 \$2,6,16	\$422,618	\$25 for 1904	78 %	\$327 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$6,000 \$264,38 \$93,621	\$16,563	\$1.5 for 1905	63 %	\$23
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$250,000 \$600,000 \$144,866	Nil.	\$2 for year ended 30.6.1906	6 %	\$42
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$120,000 \$280,918	\$5,464	\$1 for 1st half-year 1906	78 %	\$26 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$10,000 \$10 \$3,999	\$2,412	10/- @ ex. 2/1/1906 = \$5.69	64 %	\$73
Indo-China Steam Navigation Company, Limited	200,000	\$10	\$10	Tls. 20,000 \$10,000 \$400,000	Tls. 23,150	Interim div. of Tls. 23/10/1906	9 %	Tls. 55 buyers
Hongkong, Tag and Lighter Company, Limited	100,000	\$10	\$10	\$10,000 \$14,144 \$15,000	107,815	Interim div. of Tls. 11/10/1906	68 %	Tls. 103 buyers
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$10,000 \$32,075	\$218	1/- (Coupon No. 6) for 1905	4 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 58,479 \$18,000	\$13,913	\$1.50 for year ending 30.6.1906	54 %	\$20
Taku Tag and Lighter Company, Limited	10,000	\$10	\$10	\$10,000 \$8,915	\$2 for 1905	Interim div. of Tls. 2 account 1906	8 %	Tls. 7.5 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000	\$40,974	Final of \$15 making \$25 for 1905	64 %	\$152
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$10,000 \$100,000	\$132,588	\$3 for 1897	52 %	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	\$10,000 \$100,000	\$13,273	Tls. 24 for year ending 30.9.04	52 %	Tls. 84 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	\$80,000 \$20,017	\$13,			